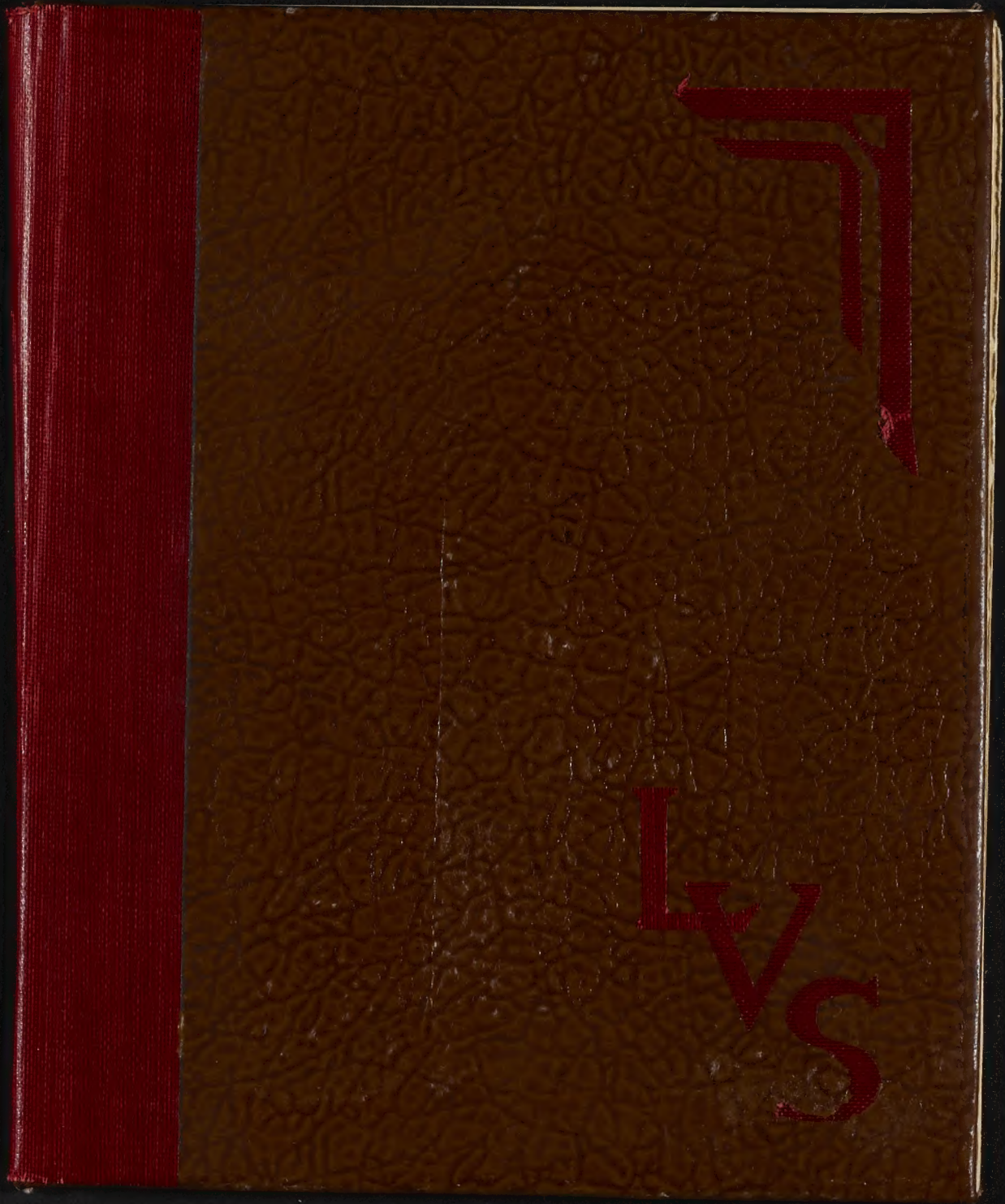

OUR COMMUNITY

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OUR NATURAL ENVIRONMENT

Leslieville is a little village which stands on the banks of the Lobstick River.

The real name of this river is "Last Hill", but it is usually called "Lobstick" after an old tree which has most of its branches lopped off.

The clay and clay loam soils of our district, provide a wide variety of plant life. The early settlers found most of the land covered by poplar, spruce, pine, birch and many scrub bushes. Many of the above mentioned trees are cut down and floated down the river to the mill.

One of the most striking of our wild flowers is the Tiger Lily, which grows in profusion near by.

Occasionally we see glimpses of such animals as moose, deer or bear, but extensive cultivation and fencing of the land has driven most of these animals back toward the mountains.

The weather has always been very damp. This has resulted in certain parts of the country being very spongy and covered with muskeg.

The intense heat of the prairies is not found here. We have a record of winter temperatures which has a wide range, but never gets below ninety.

EARLY SETTLEMENTS

Settlement of our district began in 1906. Most of the early comers settled on Blueberry Hill. They raised crops on small patches of cleared land, and trapped in the winter. In those days, animals such as the Fox, were plentiful, and brought high prices.

The road from Red Deer did not follow the course of our present highway, but was farther north. The new highway was built on land which was mostly all muskeg.

The Indians were friendly, and the tribes found hereabouts were Cree and Blackfoot.

All supplies came from Red Deer. It took the freighters two days to come from Red Deer to Leslieville, and freighting was done mostly by oxen.

THE SETTLERS

Some of the first settlers of our district were the Thompson family, the Reilly family, the McLeans, the Bailys, the Godkins, Menzies and McLeods.

Mr. Thompson Sr., used to tell about their first trip into this country. The wagons had to be unloaded at the shore of the river. The wheels were removed, and the wagon box was used to ferry the goods across the water.

The following story is related by Mrs. McKinnon:

"Many tall yarns are told of pioneering days. There wasn't such a thing as a road-it was all trails-and with plenty of rainfall, mud holes were plentiful.

On my first trip to Leslieville, I don't remember of seeing one bit of fenced road allowance. There were only trails.

It was useless to go out for a load of anything, without a four-horse team. People used to try and have two outfits of four-horse teams. These would proceed on their journey together, so that the rigors of the trip might not have to be faced alone.

When a vehicle became stuck in the mud,

as it frequently did, the load had to be removed, before the owner could free the wagon from the mud.

Even in a buggy, and without a load, people would often get stuck.

On one occasion, while travelling in a buggy, one front wheel dropped down out of sight in the mud. Very much in alarm, I had to roll up my sleeve and dig down to see if the wheel was still attached to the buggy.

There was one good thing about the rain however, there was always a good crop, lots of good vegetables, and lots of grain and hay for the stock.

Oxen were used to break the land and also for freighting.

An interesting experience was our first train ride to Leslieville.

We were given a ride on the train which wa laying the steel. Flat cars pushed ahead of the engine, carried the steel. As each set of rails was laid, the train would move up to lay another set, until finally our destination was reached."

LESLIEVILLE SCHOOL

The school is near a cliff overlooking the Lobstik River. It is a medium-sized, two-roomed building. It is of a cream color, with brown trimmings. There is a small porch built on the front, with a shelter, and a bell at the top. There are five large windows on the west and east sides, and two small ones at the front. The classrooms are quite large, with blackboards on the front and back walls. The classrooms are called 'Senior' and 'Junior', and both have cloak rooms. There is a hall, and a stairway in front. The rooms have part plaster, burlap and board finish. The woodwork has a dark varnish.

There is a two-roomed basement. One is cemented for a Shop-room, while the other has the furnace and heating system.

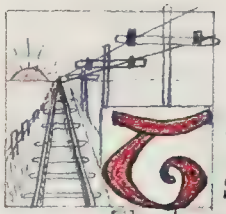
Bethel Union Church

Leslieville's first church was built in 1905 on Mr. Bell's land. The materials and labor required were donated by the people of the community. It was a log building, and served as a church until 1939, when the present building was erected.

The new church was also planned and erected by community effort. The first service was conducted by Rev. Doney of Saskatoon, on July 30, 1939.

At present the minister in charge is Reverend K. Scarrow, of Arcola, Saskatchewan.

The interior of the church has been beautifully finished and decorated by Mr. Perry.



C.N.R. STATION

Trains have been arriving and departing regularly from Leslieville Station since 1912.

That was the year in which the station was built. It received its coat of paint in 1940.

Coal oil lamps were used until 1941, when electric lights were installed.

There have been several minor wrecks near Leslieville, for example the one in 1938, when several yards of track were torn up. Fortunately, however, there was no one hurt.

The present station agent is Mr. Cameron. Previous agents were the Messrs.:Corrigan, Hazen and Walters.

MUNICIPAL OFFICE

Our district was once governed by a council. Now it is in charge of an administrator. The secretarial work is done by Mr. McCallum.

These duties include: relief problems, old age pensions, mothers' allowances, wheat acreages, assessment of land and buildings, care of roads, and the levy and collection of taxes.

The office was built in 1938, by Mr. McArrow. It is visited in January of each year by an auditor, who checks the books of the Municipality.

The land once belonged to an early settler, who left the district soon after his home was destroyed by fire. The land was then repossessed by the municipality, and the office built upon it.

LOCAL MERCHANTS

Beside the Curling Rink, an old cellar excavation, marks the site of our first store. This store was owned by Mr. Bureau, who sold out to Mr. Hugh Campbell and Mr. A.N. McKinnon. Later the store was bought by its present owner, Mr.W.L. McKinnon. At this time the store burned down. A new one was built by King and Mitchell, just where the store now stands. McKinnon brothers bought the business from its owners. The store was burned later, on two more occasions, until the building of the present store.

The year 1923 marked the opening of Rodell's Store.

For the past fourteen years this store has been owned and operated by Mr. G. Cummerford.

Groceries, dry goods, men's wear, shoes and gas, are all sold at this store.

Gas lights were used up until 1938, when electricity was installed.

Mr. Cummerford also operated a store back in 1921, where the blacksmith shop now stands.

Hardware was sold at Cummerford's store until the business was taken over in 1939 by Mr. C. B. Finkbeiner.

Besides a full line of hardware, we find here, machinery, feeds, fire insurance, furniture and license plates.

The butcher shop was built in 1927. The first owner was P.T.McGill. Second owner, A.V. Higgins and the third owner Chris Baker. The fourth and present owner, H. Him, took over in Sept. 1943. The furniture, and fixtures etc. put in since H. Him took over are: a new refrigerator, rebuilt meat box, painted interior of

meat shop, new windwo glass, a small office, a large snow case, also a screen door and more electric lights.

LESLIEVILLE MOTORS

The present garage was built in 1936. Carl Davenport built the present garage. 1940 was the best year for business. Some of the new equipment is tungar, pumps, welder and a delco set for the town, which has been removed. The oldest car that was repaired in this garage was built in 1917. The location of the garage was first a battery shop by Finkbeiner's Store and it was then removed to its present location. Finkbeiner's Store is now where the old garage was. The office was added and the whole building was painted since the building was made.

IMPLEMENTS

In the early days, the land was broken by walking plows.

To-day, many modern types of machinery are sold in this community, Mr. R. Crawford.

The first brush-cutter came into this district about 1923. It was followed by the tractor, in 1926.

The combine is not extensively used in our district, owing to the short growing season.

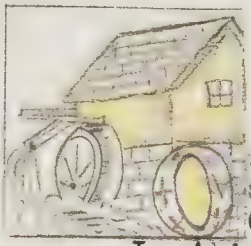
The land has to a large extent, been cleared of brush, partly with the hired help of Indians.

COMMERCIAL CAFE

In 1920 the Cafe was built, and became the property of George Lee. Six years later, it was taken over by Louie Hong, and in 1930, was sold to its present owner, Harry Him.

The old gas light has been replaced by electricity; the old counters, tables and stools have also been replaced. The chimneys have been rebuilt four different times in the past five years, due to constant use.

The Cafe now boasts an electric radio, a new Frigidaire, a new show case, and the whole is shaded from the noonday sun by a striped awning, at the front of the building.



THE MILL

On the banks of the Lobstick River, stands the mill, owned by Mr. F. Card.

In this mill are eight machines of various types. These have issued forth ever since early days, the lumber used in many homes of the community.

During the long life of the mill, one steam engine has been worn out, and has been replaced by another. The belt of this machine has a pull of twenty-eight horse-power, and the drawbar has one hundred and ten horsepower.

Down the river has floated a supply of logs for such buildings as the school, to be prepared for use, at Card's Mill.

THE DAIRY

The citizens of Leslieville, to a large extent, use milk from the herd of Mr. Jack Bell and Son.

The dairy has been supplying milk for many years, first through the efforts of Mr. Jack Leslie, and since 1928, by Mr. Bell.

More space has been added to the buildings, for the business has doubled in extent, since its beginning.

The large herd is composed mainly of Holstein and Shorthorn Cattle.

THE POST OFFICE

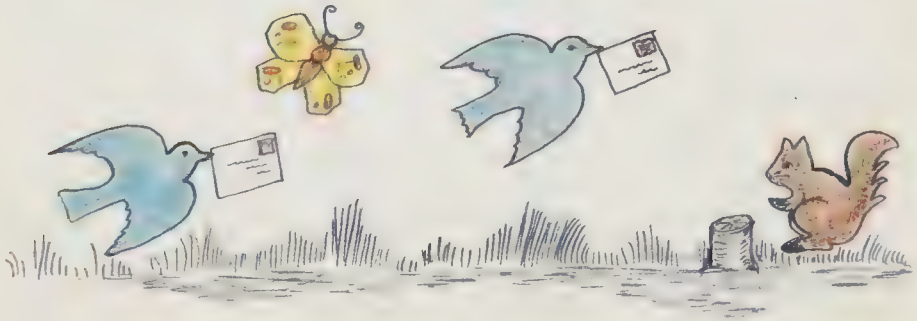
When Leslieville was in its infancy, the mail came by carrier, or if you'd rather, by pony express, from Red Deer. Later Mr. Foster carried mail and passengers by stage.

Here, the mail was sorted and distributed by Mr. Edward Bureau, our first Postmaster. This was over thirty years ago, and since then, many changes in management, have occurred.

The Post Office changed hands when Mr. Bureau's store was destroyed by fire. It was then kept by King and Mitchell, store keepers. McKinnon Bros. bought out King and Mitchell and again took over the Post Office.

The final change in its location, came when it was moved over to the home of Mr. McCallum, in 1919. By this time the Railway had come through, and the mail came by train, as it does to-day. We receive our mail three times a week now, instead of twice a week as formerly.

There are at present, one hundred eighty-five box holders, with one outlying office at Carlos. The new locked boxes have replaced the old "Call Boxes" which were in use until 1927.



OUR COMMUNITY HALL

The hall was built in 1918, Mr. Cartland being the head carpenter. The Committee appointed by the citizens included Mr. John Gore, Mr. Charles Cummerford, Mr. Stein, Mr. Archie McKinnon, Mr. Ensign, Mr. Charles Thompson and others.

Before this, the hall was attached to the Bureau store, and both burned down in 1913. In 1914, the new store, on the site of the present Hardware Store, had a hall built upstairs.

Shows, dances, etc. were held in the present hall, in early days, to pay for the furnace, piano, and other fixtures.

In these days of war, the old Hall stands idle and forgotten. But in the earlier years, a Hall Committee stood ready at all times to look after its interests.

ELEVATORS

The grain from the surrounding district is brought into one of two elevators; the National or the Alberta Pool.

An elevator, we find, is built at a cost of $14, 000.00, and holds about 35,000 bushels. The yearly output from one Leslieville elevator, is about 50,000 bushels.

The nineteen bins vary in capacity from two hundred to three thousand bushels.

In the elevator is a hoist, run by compressed air, and a fifteen horsepower engine is used to elevate the grain.

The Pool and National Elevators are operated by Mr. Smith and Mr. Ellis respectively.

IMPORTANT DATES

The First Settlers----------1906

Coming of the Railway----------1912

The First Church----------1905

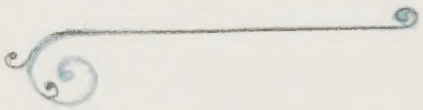
The First School----------1910

Coming of the Power Line----------1938

Building of the C.N.R. Station-------1912

The First Store----------1923

Building of the Present School-------1922



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